



## **NORTHEAST OHIO AREA WIDE COORDINATING AGENCY M E M O R A N D U M**

**TO: Policy Committee Members**

Samuel Alai, Mayor City of Broadview Heights  
Annette M. Blackwell, Mayor, City of Maple Heights  
Pamela Bobst, Mayor, City of Rocky River  
Jeff Brandon, Trustee, Montville Township  
Armond Budish, County Executive, Cuyahoga County  
Ben Capelle, General Manager, Laketran  
Freddy L. Collier, Director, Cleveland City Planning Commission  
Andrew Conrad, County Engineer, Medina County  
William Friedman, President and CEO, Cleveland – Cuyahoga County Port Authority  
John R. Hamercheck, Commissioner, Lake County  
Susan Infeld, Interim Director & Manager, Special Initiatives, Cuyahoga County Planning Commission  
Lori Kokoski, Commissioner, Lorain County  
Timothy Lennon, Commissioner, Geauga County  
Matt Lundy, Commissioner, Lorain County  
Valarie McCall, Chief, Communications, Government and International Affairs, City of Cleveland  
John Picuri, Deputy Director, ODOT District 12  
Joseph F. Koziura, Mayor, City of Lorain  
David H. Roche, Mayor, City of Richmond Heights  
Matt Spronz, Director, Office of Capital Projects, City of Cleveland  
Robert Stefanik, Mayor, City of North Royalton  
Michael P. Summers, Mayor, City of Lakewood  
Matt Zone, Councilman, Ward 15, City of Cleveland

**FROM:** Commissioner Timothy Lennon, Chair

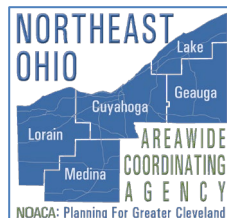
**DATE:** July 5, 2019

**RE: Policy Committee  
Friday, July 12, 2019 from 10:00 a.m. to 11:30 a.m.**

**NOACA Offices  
1299 Superior Avenue, Cleveland, Ohio**

I look forward to seeing you on ***Friday, July 12<sup>th</sup> at 10:00 a.m. at the NOACA offices.***





**July 12, 2019, 10:00 a.m. – 11:30 a.m.**  
**NOACA Offices**  
**1299 Superior Avenue, Cleveland, Ohio 44114**

### **POLICY COMMITTEE AGENDA**

	<b>Page</b>
1. Minutes of April 12, 2019 Meeting	1-1
2. Public Comments on Current Agenda Items	Oral
3. Chair's/Executive Director's Report	Oral
4. Action Items (none)	4-1
5. Presentation/Discussion Items	
a. Future action	
i. NOACA Complete and Green Streets Policy	5-1
b. Information	
i. NOACA's Water Quality Management Plan (208 Plan) Policy to Consider Development Impact of Proposed Wastewater Facility Planning Area (FPA) Modifications	5-7
ii. Transportation for Livable Communities Initiative (TLCI) Program Update	5-9
6. Old Business	
7. New Business	
8. Adjourn	

Next Regular Meeting: ***Friday, October 11, 2019 at 10:00 a.m.***  
***NOACA Offices, 1299 Superior Avenue in Cleveland***



## **Agenda Item No. 1**

### **MINUTES**





## **NOACA Policy Committee Meeting**

April 12, 2019

NOACA Offices

1299 Superior Avenue, Cleveland, Ohio 44114

**Present:** Please see the attached attendance record.

Commissioner Tim Lennon, Chair of the Policy Committee, convened the meeting at 10:05 a.m.

### **Meeting Minutes**

A motion was made by Commissioner Matt Lundy to approve the minutes of the Policy Committee meeting held on January 18, 2019. The motion was seconded by Chief Valarie McCall. The motion passed by voice vote.

### **Public Involvement**

No public comments were made at this meeting.

### **Executive Director's Report**

Ms. Grace Gallucci stated that NOACA Transportation Day will be held at Cleveland State University Maxine Goodman Levin College of Urban Affairs on May 3, 2019, 9:00 a.m. – 4:00 p.m. Ms. Gallucci reviewed the agenda for the event.

Commissioner Lennon asked if economic development directors will be invited to the event. Ms. Gallucci said yes and noted that the economic development directors will be asked to help facilitate the breakout sessions in the afternoon.

### **ACTION ITEMS**

No action items were presented at this meeting.

### **PRESENTATION / DISCUSSION ITEMS**

#### **NOACA's Water Quality Management Plan (208 Plan) - Current Wastewater Facility Planning Area (FPA) Modification Policies**

Mr. Joe MacDonald stated that NOACA is a water quality management agency that is required to maintain and update the region's 208 Plan. He provided background on FPAs which consist of boundaries and prescriptions for wastewater treatment. Mr. MacDonald reviewed the FPA planning process; FPA modification policies; criteria considered under the policies; development of the new 208 Plan; and the development of FPA policy recommendations. He stated that environmental or economic impacts related to urban sprawl, development versus non-development impact of modifications, regional impacts, and planning documents are not explicitly considered under the current policies. He mentioned that local jurisdictions can apply more stringent wastewater treatment criteria with the prescriptions for wastewater treatment.

Mr. MacDonald stated that NOACA staff will continue to work with the Policy Committee on the 208 Plan Wastewater Infrastructure Development Impact Policy. He mentioned that staff created two questionnaires: The wastewater decision makers questionnaire that will be distributed this month and the "208 Public" questionnaire that will be distributed in May 2019. He also mentioned that NOACA will be holding public outreach meetings in June 2019.

Ms. Gallucci stated that Mayor Michael Summers, along with several other Board members, brought up development impacts at a Board meeting during a discussion about the Medina County-Wadsworth FPA modification. Ms. Gallucci mentioned that some Board members questioned whether NOACA was contributing to urban sprawl by not considering development issues when it approves FPA boundary changes. She said there are currently no criteria in the existing 208 Plan that states the issue can be reviewed by NOACA.

Ms. Gallucci stated that when staff reviewed the Medina County-Wadsworth FPA modification request, information was sent out to the Board, but nothing was included on development impacts. She reminded members that the 208 Plan Wastewater Infrastructure Development Impact Policy is one of the Committee's focus areas for this year. She noted that EPA would like local governments to be in control of the issue, decide what is right for themselves, and is willing to yield to what NOACA wants to do and has agreed to work with staff. Ms. Gallucci asked the Committee if development impacts should be included in NOACA's analysis, review and evaluation of FPA boundary changes.

Commissioner Lennon asked if NOACA would have an advisory role or would it set the boundaries. Ms. Gallucci said every couple of decades, NOACA does a comprehensive review of FPAs in partnership with the cities, townships and counties and conducts public hearings. She stated that more commonly, NOACA receives requests, reviews modifications, and has the final say. She noted that 50% of the FPA boundary modification requests submitted to NOACA has been for development purposes. Ms. Gallucci stated that development impacts could be one of the criteria staff looks at when evaluating requests that will be presented to the Board for approval. She noted that if the Board chooses not to approve an FPA boundary change, it could hinder the development.

Mr. Foley said development impacts should be part of NOACA's analysis.

Mayor Samuel Alai cautioned the Committee against having a knee-jerk reaction because of one modification issue submitted to NOACA.

Mr. Jordan stated that NOACA provides an avenue for FPA updates, but it cannot legislate poor decision making out of existence. He noted that NOACA could remain impartial, continue to follow its guidelines and processes, and provide an avenue for the affected parties to reach a consensus. He noted that even if a framework is laid out, local municipalities may still proceed with a development if they have the resources, even if it is not a good idea. He said modifying the system will not prevent people from making poor decisions.

Ms. Susan Infeld stated that NOACA is responsible for looking at FPA issues holistically and consider situations that could cause great harm.

Councilman Matt Zone stated that development impacts should be looked at comprehensively and holistically and there should be investments made in the region's precious little resources in a sustainable way. He noted that NOACA is the perfect entity to have those conversations

moving forward. He said he would be reticent to support any future requests presented to the Board for potential funding that are contrary to NOACA's policies and practices.

Mr. Jim Cordes stated that most FPA modifications in Lorain County have ended in litigation and bad will still exists between the affected parties. Ms. Gallucci stated that the affected parties involved in most of the FPA modifications submitted to NOACA have been able to come to an agreement and no issues have resulted in a lawsuit.

Mr. Cordes talked about an issue with a development plan in Lorain County. He said the developer wants a spot solution and does not want to spend a lot of money, while Lorain County is looking at a long-term plan. Ms. Gallucci stated that the proposed policy would look at long-term development plans. Mr. Cordes discussed the need for good land use management planning.

Mayor Paul Koomar asked if NOACA looks at existing agreements. Ms. Gallucci said yes. Mayor Koomar asked if NOACA's process takes into consideration the compact use of water from Lake Erie and whether it could leave a watershed.

Mr. MacDonald stated that decisions related to the cross divide transfer of water is made by the Ohio Department of Natural Resources (ODNR). He said NOACA does look to see if ODNR gives permission, which it did for the Medina County-Wadsworth FPA modification.

Mr. Jordan stated that NOACA would become a third party if it denies an FPA boundary change because of sprawl and it would put the agency in a precarious position.

Ms. Gallucci stated that staff will review the issue; develop potential criteria and ways the policy could be structured; and present some information at the next Policy Committee meeting.

Ms. Gallucci stated that based on the comments made by the Committee, the policy should be a consideration factor, but it may or may not impact the actual decision, and it should be the Board's decision to determine if the impacts are relevant.

### **Workforce Mobility and Access**

Ms. Gallucci stated that staff is looking to take additional steps to better understand how NOACA can successfully impact the issue of worker accessibility and mobility and implement a policy or policies to make improvements in Northeast Ohio.

Dr. Ali Makarachi presented information on the following:

- Geographical hierarchy
- Six major job hubs (map)
- Current problem definition (workers and employers locations mismatch, transit access, and environmental justice population)
- Auto and transit travel times (maps)
- Auto and transit accessibility to available workers (maps)
- Current home to work travel (maps)
- Comparing current home to work travel with available workers (maps and tables)
- Environmental Justice accessibility to job hubs (maps and tables)

Mr. Ben Capelle asked how staff decided the numbers to use when calculating the actual transit time. He also asked how staff scaled the weight time with the travel time.

Dr. Makarachi stated that networks and parameters are entered into the NOACA model, thousands of scripts are generated, and the model automatically determines the wait time. He noted that the choice model decides how many people travel by transit or car.

Commissioner John Hamercheck asked if actual numbers are entered into the model to validate the model and scripts. Dr. Makarachi said yes and noted that he compares the data from the transit agencies to the data in the model, which matches 99% and noted that it was not possible to get an exact match.

Ms. Gallucci asked Dr. Makarachi to follow up with Mr. Capelle to ensure that NOACA has accurate data for Laketrans. She noted that NOACA needs to make sure that the model accounts for new technology that decreases the wait time significantly.

Ms. Gallucci stated that people are traveling across significant boundaries from where they live to where they work, which places additional burden on the infrastructure. She noted that if there was just a 1% improvement in the accessibility of jobs, the region would save \$20 million a year. She asked the Committee to think about policies NOACA could put in place that would help people get to work who live near a job hub. She noted that people and businesses will need help in making better location decisions.

Chief McCall stated that businesses locate to areas that make the most sense for them. She said some thought should be given to what will happen in the future. She said she heard from another source that urban areas are becoming the centers for future growth, which is an interesting dynamic shift happening with populations.

Ms. Infeld commented on how the data presented by Dr. Makarachi reflect what is happening in the region with respect to poverty, education, and job access.

Ms. Gallucci mentioned that staff is in the process of finalizing a white paper on workforce mobility and access and will meet with the media to talk more about NOACA's work.

Ms. Gallucci stated that there are many workers who live within 20 minutes of job centers, but work elsewhere. She noted that if those workers had jobs where they live, it would put less stress on the infrastructure. She mentioned that the data could be used to help employers and workers target each other within a 20-minute zone.

Mr. Freddy Collier talked about building communities around job hubs. He said there needs to be more conversation around transit-oriented development (TOD) and focus on making sure GCRTA has what it needs to connect people to jobs. He suggested that NOACA, GCRTA, and planning and development organizations work together to develop a strategy that promotes bi-directional transit and place-based community development.

Mayor Annette Blackwell talked about making people aware of all their transportation options; the need for coordination of all transportation services; the connection between transportation, quality of life, social issues, and stress related to infant mortality; the need for mortgage incentive programs so people can buy homes closer to a job center; and the need for more educational skills. Mayor Blackwell stated that the workforce mobility problem needs to be

addressed holistically. She said she hopes Dr. Makarachi's work parlays into measurable outcomes.

Mr. Jeff Brandon stated that banks do not provide small mortgage loans (\$50,000 or less) because it is hard to justify the closing costs. He noted that if people were able to get a home loan, their mortgage payment could be as low as \$300 a month instead of \$700-\$800 a month to rent, which would reduce their stress. Mr. Brandon talked about the lack of investments being made in certain communities.

Councilman Zone stated that the region needs to come together and create development patterns that provide opportunities for a successful workforce and affordable housing for individuals.

Councilman Zone stated that a lot of problems with development patterns and sprawl have happened because jobs have left the center city and some people have been forced to live in certain communities based on their color and social economic status. He said the underlining issue is race and suggested that the Board discuss this issue in a real substantial way.

Ms. Gallucci stated that NOACA staff will finalize the work; put together a toolbox so communities can use the data to improve access and mobility for their residents; share information with employers so they can better recruit workers; use the data for education and outreach; and determine how the data could be used in NOACA's long-range planning to address outlining issues to improve quality of life.

#### **Old Business**

No old business was discussed at this meeting.

#### **New Business**

Councilman Zone stated that the City of Cleveland has been working with its partners on the Vision Zero concept that focuses on making the region safe and providing equitable mobility for people who traverse through communities. He said he would like to give a presentation on this topic to the full Board.

Mr. Collier stated that Vision Zero makes sure people interface with traffic, streets and infrastructure in a safe way. He mentioned that 21<sup>st</sup> Century is going to introduce new opportunities and options for transportation. He noted that as the region deals with different transportation modes and new technology options, opportunities and challenges will be introduced, as well. Mr. Collier stated that the Vision Zero Task Force has set up several committees that are looking at ways to address the need for safer streets and reach the goal of zero traffic fatalities over a number of years.

#### **Adjournment**

Commissioner Lennon stated that the next Policy Committee meeting will be held at the NOACA offices on July 12, 2019 at 10:00 a.m. There being no further business, the meeting was adjourned at 11:40 a.m.





## 2019 Attendance Record Policy Committee

MEETING DATES	1/18/19	4/12/19	7/12/19	10/11/19
<b>CUYAHOGA</b>				
Samuel Alai, Mayor, Broadview Heights (David Schroedel, Alternate)	X	X		
Annette Blackwell, Mayor, City of Maple Heights (Toni Jones, Alternate)	X	X		
Pamela Bobst, Mayor, City of Rocky River (Paul Koomar, Alternate)	X	A		
Armond Budish, Cuyahoga County Executive (Mike Foley, Alternate)	A	A		
Glenn Coyne, FAICP, Executive Director Cuyahoga County Planning Commission (James Sonnhalter, Alternate)	X			
William Friedman, President & CEO Cleveland-Cuyahoga County Port Authority (Linda Sternheimer, Alternate)	A			
Susan Infeld, Interim Director & Manager, Special Initiatives, Cuyahoga County Planning Commission (James Sonnhalter, Alternate)		X		
David H. Roche, Mayor, Richmond Heights (Lee Courtney, Alternate)		X		
Robert Stefanik, Mayor, North Royalton (Thomas Jordan, Alternate)	A	A		
Michael P. Summers, Mayor, Lakewood (Joseph J. Beno, Alternate)	X	A		
<b>CITY OF CLEVELAND</b>				
Freddy Collier, Director, Cleve City Plan Comm (Anthony Santora, Alternate)	X	X		
Valarie McCall, Chief of Communications, Govt. International Affairs, City of Cleveland (Frank Jackson, Alternate)	X	X		
Matt Spronz, Director, Office of Capital Projects, City of Cleveland (Robert Switalski, Alternate)	A	A		
Matt Zone, Councilman, Cleveland (Anthony Brancatelli, Alternate)	X	X		
<b>GEAUGA COUNTY</b>				
Timothy Lennon, Commissioner (Shane Hajjar, Alternate)	X	X		
<b>LAKE COUNTY</b>				
Ben Capelle, General Manager, Laketrans (Andrea Aaby, Alternate)	X	X		
John R. Hamercheck – Lake Cty Commissioner (Daniel J. Gerson, Alternate)	X	X		
<b>LORAIN COUNTY</b>				
Lori Kokoski, Commissioner, Lorain County (James Cordes, Alternate)	A	A		
Matt Lundy – Lorain County Commissioner (Greg Zilka, Alternate)	X	X		
Chase Ritenauer (Dale Vandersommen, Alternate)	A	A		
<b>MEDINA COUNTY</b>				
Jeff Brandon, Trustee, Montville Township (Adam Friedrich, Alternate)	X	X		
Andrew Conrad, P.E., P.S., County Engineer (Dave Szabo, Alternate)	X	X		
<b>OHIO DEPARTMENT OF TRANSPORTATION (ODOT)</b>				

X - Member present

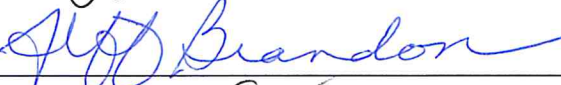

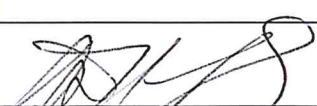
A - Alternate present

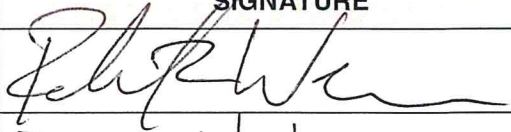
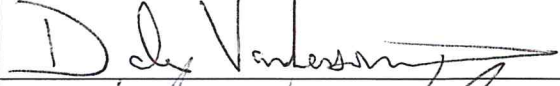
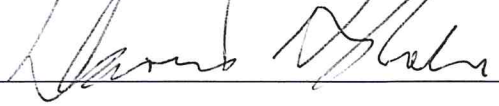
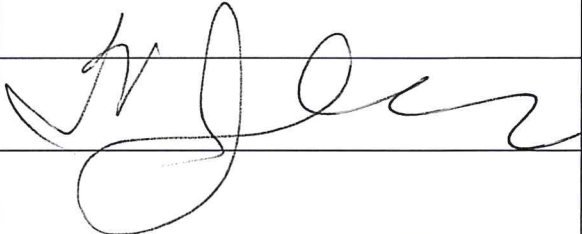

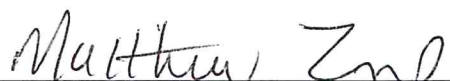
Myron Pakush, Deputy Director, ODOT Dist. 12 (Bob Weaver, Alternate)	X	A		
<b>Total Members Present</b>	<b>21</b>	<b>21</b>		



**Policy Committee Meeting**  
**April 12, 2019, 10:00 a.m. – 11:30 a.m.**

**Member Sign-in Sheet**

MEMBER	SIGNATURE
Samuel Alai – Mayor, Broadview Heights (David Schroedel, Alternate)	
Annette Blackwell, Mayor, Maple Heights (Toni Jones, Alternate)	
Pamela Bobst, Mayor, City of Rocky River (Paul Koomar, Alternate)	
Jeff Brandon – Montville Township Trustee (Adam Friedrich, Alternate)	
Armond Budish, Cuyahoga County Executive (Mike Foley, Alternate)	
Ben Capelle – General Manager, Laketran (Andrea Aaby, Alternate)	
Freddy L. Collier, Jr. – Director, Cleveland City Planning Commission (Anthony Santora, Alternate)	
Andrew Conrad – Medina County Engineer (David Szabo, Alternate)	
William D. Friedman – President and CEO, Cleveland-Cuyahoga County Port Authority (Linda Sternheimer, Alternate)	
John R. Hamercheck – Lake County Commissioner (Daniel J. Gerson, Alternate)	
Susan Infeld, Interim Director & Manager, Special Initiatives, Cuyahoga County Planning Commission (James Sonnhalter, Alternate)	
Lori Kokoski – Lorain County Commissioner (James Cordes, Alternate)	
Timothy Lennon – Geauga County Commissioner (Shane Hajjar, Alternate)	
Matt Lundy – Lorain County Commissioner (Greg Zilka, Alternate)	
Valarie J. McCall – Chief of Communications, Government and Int'l. Affairs, City of Cleveland (Frank Jackson, Alternate)	

MEMBER	SIGNATURE
Myron Pakush – ODOT Deputy Director, District 12 (Bob Weaver, Alternate)	
Chase Ritenauer – Mayor, City of Lorain (Dale Vandersommen, Alternate)	
David H. Roche, Mayor, City of Richmond Heights (Lee Courtney, Alternate)	
Matthew L. Spronz – Director, Office of Capital Projects, City of Cleveland (Richard Switalski, Alternate)	
Robert Stefanik – Mayor, North Royalton (Thomas Jordan, Alternate)	
Michael P. Summers – Mayor, City of Lakewood (Joseph Beno, Alternate)	
Matt Zone, Councilman, City of Cleveland (Anthony Brancatelli, Alternate)	

## **Agenda Item No. 2**

### **PUBLIC COMMENTS**



## **Agenda Item No. 3**

### **CHAIR/EXECUTIVE DIRECTOR'S REPORT**



## **Agenda Item No. 4**

### **ACTION ITEMS**



## **Agenda Item No. 5**

### **PRESENTATION/DISCUSSION ITEMS**





## NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Policy Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 5, 2019

**RE:** Complete and Green Streets Policy

#### **ACTION REQUESTED**

The Committee is asked to review and discuss a draft proposed Complete and Green Streets Policy.

The draft policy was previously presented to the all of the Subcommittees, as well as their Advisory Councils and has been updated based on comments received from the members.

#### **BACKGROUND/JUSTIFICATION FOR CURRENT ACTION**

On June 9, 2017, the Board of Directors adopted *AIM Forward 2040*, the long-range transportation plan developed by NOACA for the regional transportation system. *AIM Forward 2040* contains strategies, approaches and recommendations to be undertaken by NOACA and its regional partners. To best guide and advance implementation of the plan, specific policies will need to be developed and adopted by the agency. *AIM Forward 2040* policy areas to pursue includes complete and green streets.

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

Green Streets reflect the transportation policy and design approach that minimizes environmental impact by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. Green infrastructure helps replicate natural hydrologic functions like storage, detention, infiltration, filtration, evaporation, transpiration, and uptake by plants, and can improve water quality and reduce runoff volumes.

Complete and Green Streets provide a measurably better transportation system that is more equitable, balanced and effective, which offers every user of the public right of way safe connected and sustainable transportation options. Also provides unique and attractive streetscapes that protect and enhance neighborhood livability and integrate, rather than separate, the built and natural environments.

After presenting the draft policy to the Advisory Councils and Subcommittees, the members requested a more clear delineation between the requirements for NOACA administered funds and all other funding, as well as including exceptions to the policy. The policy was updated to reflect these revisions and presented again to the Transportation Subcommittee, at the June 2019 meeting, where a revision was requested in the exceptions section.

Revise from:

- The project is limited exclusively to resurfacing or other maintenance type activities. In these cases pavement striping for bike lanes, cross walks, signage or other low-cost bicycle and pedestrian countermeasures *must* still be recommended.

To:

- The project is limited exclusively to resurfacing or other maintenance type activities. In these cases pavement striping for bike lanes, cross walks, signage or other low-cost bicycle and pedestrian countermeasures *should* still be recommended.

At the next meeting, the Policy Committee will be engaged in a further discussion of the policy.

#### **FINANCIAL IMPACT**

There is no financial impact at this time.

#### **CONCLUSION/NEXT STEPS**

Pending Board approval, the policy will be implemented.

GG/ks/8202c

**Attachments: Draft Complete and Green Streets Policy**

Approved:

Policy Number:

Effective:

Responsible Division:

Date:

## **COMPLETE AND GREEN STREETS POLICY**

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### **POLICY:**

All projects requesting inclusion to the LRTP and/or TIP will be reviewed against this policy for opportunities to expand complete and green streets in the NOACA region. All projects requesting NOACA administered funds shall be required to adhere to this policy and are therefore eligible for NOACA funding participation to implement complete and green street recommendations. The complete and green streets policy aims to create a measurably better transportation system that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable transportation options. This effort to make the system more complete and green will take advantage of opportunities presented by necessary reconstruction and expansion of the system whenever practicable.

The goals of this Complete and Green Streets Policy are:

- Create a comprehensive, integrated, and connected transportation network that supports sustainable development and provides livable communities.
- Ensure safety, ease of use, and ease of transfer between modes for all users of the transportation system.
- Restore the natural hydrologic function of the region's watersheds.
- Provide flexibility for different types of streets, areas, and users.

### **POLICY STATEMENT:**

NOACA has long been a proponent of creating a multimodal, safe, and efficient transportation system that ensures accessibility to all roadway users. Recognizing the road network is the largest public space in the region, and the demand for transportation choices and improved water quality continues to grow, NOACA has established a Complete and Green Streets Policy.

This Complete and Green Streets policy promotes a multimodal transportation system that is integrated with sustainable green infrastructure. The main objective is to ensure roadways are designed and built to safely and comfortably accommodate all users of roadways, including motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

This policy establishes the link between the agency's strategic objectives with its investment decisions.

**PURPOSE:**

The desired outcome of the Complete and Green Streets Policy is to create an equitable, balanced and sustainable transportation system where every roadway user can travel safely and comfortably.

NOACA's vision is to STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multi-modal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio. In furtherance of the vision of NOACA, five goals guide the agency. This policy supports all five goals.

**BACKGROUND:**

Complete Streets are roadways designed to safely and comfortably accommodate all users, including, but not limited to motorists, cyclists, pedestrians, disabled individuals, transit and school bus riders, Amish buggies, freight haulers, and emergency responders. All users includes people of all ages and abilities.

Green Streets reflect the transportation policy and design approach that minimizes environmental impact by focusing on efforts to retain, treat and eliminate runoff at the source using green infrastructure applications. Green infrastructure helps replicate natural hydrologic functions like storage, detention, infiltration, filtration, evaporation, transpiration, and uptake by plants, and can improve water quality and reduce runoff volumes. These natural functions are often lost in transportation projects where impervious road surfaces prevent rain water from soaking into the ground. Green streets incorporate infiltration, biofiltration, and/or storage and use BMPs to collect, retain, or detain stormwater runoff while also providing design elements that creates attractive streetscapes. Green Streets can foster unique and attractive streetscapes that protect and enhance neighborhood livability and integrate, rather than separate, the built and natural environments.

Complete and Green Streets create a measurably better transportation system that is more equitable, balanced, and effective and which offers every user of the public right-of-way safe, connected, and sustainable transportation options.

**REQUIREMENTS:**

The design and development of the transportation facility should improve conditions for all users by:

- Designs shall consider accommodations for all users and be sensitive to the context of the project setting. Complete and green streets are not a one size fits all; every project may look different.
- Designing context-appropriate facilities in accordance with available standards and guidance that best ensures safety and efficient operation for all users. The design of facilities for bicyclists, pedestrians and transit facilities should follow recognized design guidelines and standards, such as the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, AASHTO's Policy on Geometric Design of Highways and Streets, the Institute of Transportation Engineers (ITE) Context Solutions Guide, Americans with Disabilities Act Accessibility Guidelines, Federal Highway Administration (FHWA) Separated Bike

Lane Design Guide, National Association of Transportation City Officials (NACTO) Design Guides and other recognized and acceptable design publications.

- Safety shall be prioritized equally for all modes. Safety improvements for any one mode will not be minimized to achieve improved level of service for any one mode.
- Projects should be coordinated with adjacent jurisdictions to ensure consistency of facilities
- Every project shall include the transit agency (if applicable) in the project development process to ensure that sufficient accommodation of transit vehicles and access to transit facilities is provided
- Sponsors must demonstrate how the project advances multimodal connectivity and access to adjacent land uses and destinations within the corridor.
- The project sponsor must anticipate likely future demand for all modes and not preclude the provision of future improvements.
- The project sponsor should consider short, medium and long range complete and green designs.
- Design criteria shall be based on the thoughtful application of engineering, architectural and urban design principles such that all projects shall make the Region a more appealing, enjoyable, and sustainable place in which to live and work.
- Street trees are a critical component of public infrastructure, and shall be considered for all projects. Priority shall be given to native species, and must be appropriate for the site.
- Foster communication and coordination to encourage consideration of watershed health and improved water quality through use of green infrastructure applications
- Coordinate programs and projects to implement Green Streets as an integrated aspect of road right-of-way infrastructure, and where feasible, maintenance-level or rehabilitation projects
- Consider implementing programs and projects in a systematic manner to maximize water quality benefits through a prioritized infrastructure plan within the Metropolitan Planning Area
- Strive to develop new and innovative means to cost-effectively construct and maintain new green street facilities
- Consider the following during project scoping: vegetated swales, rain gardens, retention areas, constructed wetlands, permeable pavers, tree wells and planters, re-vegetation/rehabilitation efforts and other best management practices. Resources to consult include: EPA's Managing Wet Weather with Green Infrastructure Municipal Handbook, NOACA's Clean Water 208 Water Quality Management Plan for Northeast Ohio and local green streets policies.
- If vegetation is included in project design, priority should be given to native and site-adaptive species.

### **Exceptions:**

Sponsors are required to consider bicycles, pedestrians and transit access improvements in the planning and design of their proposed project as well as green infrastructure. In particular, incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as sidewalks, bike facilities, street crossings (including over- and under-crossings), pedestrian signals, signs, street furniture, transit stops and facilities, and all connecting pathways should be designed, constructed, operated and maintained so that all modes and pedestrians, including people with disabilities, can travel safely and independently. The project may not warrant consideration if one or more of the following conditions are met:

- The project is limited exclusively to resurfacing or other maintenance type activities. In these cases pavement striping for bike lanes, cross walks, signage or other low-cost bicycle and pedestrian countermeasures should still be recommended.
- Bicyclists and pedestrians are prohibited by law from using the transportation corridor. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians as an alternate to the transportation corridor.
- The cost of establishing bikeways or walkways that meet applicable standards would exceed 20% of the cost of the larger transportation project. This percentage is not a target for expenditure; it is a benchmark for assessing when provision of bicycle or pedestrian facilities is too costly for consideration.
- There are extreme topographic or natural resource constraints.
- The project is located on a low-volume roadway (ADT is less than 1000) that is not projected to carry significant bicycle or pedestrian usage, or that does not carry or provide access to fixed route transit service.

**Implementation:**

Upon approval and adoption of this Complete Streets Policy, it will become part of NOACA's planning process and the scoring process for NOACA-attributable funding project selection. The principles of this policy will also guide NOACA staff in the preparation of the Long Range Transportation Plan and other plans it prepares or to which it contributes. Policy guidance and resources will be posted on the NOACA website to assist project sponsors in developing Complete and Green Streets projects. This guidance will contain model policies, sample design standards, and information on other resources.



## NORTHEAST OHIO AREA WIDE COORDINATING AGENCY

### MEMORANDUM

**TO:** NOACA Policy Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 5, 2019

**RE:** **NOACA's Water Quality Management Plan (208 Plan) Policy to Consider Development Impact of Proposed Wastewater Facility Planning Area (FPA) Modifications**

#### **ACTION REQUESTED**

No action is requested at this time. This item is for information and discussion only.

#### **BACKGROUND/INFORMATION**

At its January 2019 meeting the Committee adopted focus areas for calendar year 2019. One of those focus areas was to evaluate the potential inclusion of criteria that would address FPA boundary changes requested for the purpose of new housing or commercial developments.

The review and approval of wastewater FPA modification requests is a primary 208 Plan maintenance task. The NOACA Board must approve all FPA modifications to either boundaries or prescriptions. Since 2000, the NOACA Board has approved 60 modifications to the region's FPA boundaries and prescriptions.

NOACA's 208 Plan contains policies that govern FPA modifications. NOACA staff conduct a consistency review of every FPA modification request to ensure the proposed change adheres to these policies.

The current 208 Plan is undergoing a comprehensive update, including policies relevant to staff review of FPA modification requests. To further inform the content of the new 208 Plan, two questionnaires were developed to gather stakeholder input: The wastewater decision makers questionnaire (distributed in May) and the "208 Public" questionnaire (distributed in June). The wastewater decision maker questionnaire included the following question about potential consideration of urban sprawl and development impacts in NOACA's review of FPA modification requests:

***Do you agree or disagree with the following statement? During NOACA staff review of proposed Facility Planning Area (FPA) modifications, staff should examine whether a proposed modification is primarily driven by new development and whether that new development would further expand the development footprint (i.e., increase urban sprawl) in Northeast Ohio.***

Preliminary results from the questionnaire show only 18% negative response versus 82% nonnegative response to the above statement. Furthermore, there are Northeast Ohio examples of communities that utilize 208 Plan efforts to influence land use development patterns, particularly Geauga County and Wayne County.

The Water Quality Subcommittee (WQS) had many comments regarding this item at its June 21 meeting. In summary, WQS members felt NOACA staff should:

- Adopt an asset management approach to sewer infrastructure, considering one of the five NOACA vision goals to “preserve existing infrastructure.”
- Generate smart decisions for development
- Consider excess capacity at many existing treatment facilities before additional sewer infrastructure capacity.
- Seek more information on the downstream impacts to communities
- Consider all costs of infrastructure investment, particularly the long-term costs required long after the developer’s involvement in the project.
- Confirm the legality of considering infrastructure sprawl, particularly with the Ohio Environmental Protection Agency (Ohio EPA).
- Investigate how other planning agencies have addressed or intend to address this issue.

WQS input, along with results from the wastewater decision maker questionnaire, will inform members of the Policy Committee about next steps to consider an urban sprawl and development impacts policy in NOACA’s 208 Plan.

#### **FINANCIAL IMPACT**

None

#### **CONCLUSION/NEXT STEPS**

Staff will use Committee input to further develop the 208 Plan’s FPA modification policies.

GG/jm/ks/8200c



## **NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

### **MEMORANDUM**

**TO:** NOACA Policy Committee

**FROM:** Grace Gallucci, Executive Director

**DATE:** July 5, 2019

**RE:** **Transportation for Livable Communities Initiative (TLCI) Program Update**

#### **ACTION REQUESTED**

No action is requested at this time. This item is for information and presentation only.

#### **BACKGROUND/JUSTIFICATION**

NOACA's Transportation for Livable Communities Initiative (TLCI) provides assistance to communities for integrated transportation and land use planning and projects that strengthen community livability. TLCI advances the goals of NOACA's Regional Strategic Plan by:

- Developing transportation projects that provide more travel options through complete streets and context sensitive solutions, increasing user safety and supporting positive public health impacts
- Promoting reinvestment in underutilized or vacant/abandoned properties through development concepts supported by multimodal transportation systems
- Supporting economic development through place-based transportation and land use recommendations, and connect these proposals with existing assets and investments
- Ensuring that the benefits and burdens of growth, change and transportation projects are distributed equitably by integrating accessibility and environmental justice into projects
- Enhancing regional cohesion by supporting collaboration between regional and community partners
- Provide people with safe and reliable transportation choices that enhance their quality of life

The TLCI Program has two components: The TLCI Planning Studies Program and the TLCI Implementation Program. The TLCI Planning Studies Program assists communities to develop transportation planning studies that facilitate and promote sustainable development, multimodal transportation, and complete and green streets. The TLCI Implementation Program provides funding assistance for communities to implement priority projects identified in TLCI or TLCI-like community developed plans.

An overview on NOACA's Transportation for Livable Communities Initiative (TLCI) Program was provided to the Citizens Advisory Council (CAC) at their September 28, 2018 meeting. Council members inquired about the TLCI application process and discussed opportunities for improvement. Specifically, the CAC expressed concerns regarding program coordination with impacted community groups and the public. An additional special meeting of CAC members was conducted in February 2019 to address the concerns raised. As a result, NOACA staff have identified opportunities for improvement to the TLCI program regarding public

outreach, application solicitation and process, sponsor coordination and project programming. Staff will present these opportunities to the Committee at its July 12, 2019 meeting for input to inform potential policy and process related improvements.

**FINANCIAL IMPACT**

There is no financial impact.

**CONCLUSION/NEXT STEPS**

TLCI program policy and process documents will be updated to incorporate necessary revisions.

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## **Agenda Item No. 6**

### **OLD BUSINESS**



## **Agenda Item No. 7**

### **NEW BUSINESS**



## **Agenda Item No. 8**

**ADJOURN**

